

JUST RECEIVED!

NEW
SUMMER HALF-HOSE.
COTTAM & Co.
3, Pedder's Street.

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 380.

日十二月五年二十二精光

TUESDAY, JUNE 30, 1896.

二拜禮

號十三月六英港香

THIRTY DOLLARS PER ANNUM.

"ODOL."

THE MEDICAL HALL,
DEUTSCHE APOTHEKE,
70, QUEEN'S ROAD CENTRAL,
HONGKONG.

Banks.

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED £1,125,000
PAID-UP £685,500

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED ON CURRENT
ACCOUNTS at the rate of 3 per cent.
per annum on the Daily Balance.

On New Fixed Deposits:-
For 12 Months..... 4 per cent.
" 6 " 3 " "
" 3 " 2 " "

J. W. R. TAYLOR,
Manager, Hongkong.
Hongkong, 18th December, 1895.

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE LIABILITY OF SHARE-
HOLDERS £800,000
RESERVE FUND £315,000

INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.
" 6 " 3 " "
" 3 " 2 " "

T. H. WHITEHEAD,
Manager, Hongkong.
Hongkong, 16th September, 1895.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND \$5,750,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
A. McNICHAIR, Esq., Chairman.
St. C. McNICHAIR, Esq., Deputy Chairman.
Hon. J. J. Bell-Irving, Esq., J. Kramer, Esq.,
G. B. Dodwell, Esq., D. R. Sassoon, Esq.,
M. D. Eschel, Esq., T. S. Shaw, Esq.,
R. M. Gray, Esq., N. A. Siebs, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKER—LONDON AND COUNTY
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent.
per annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per annum.
For 6 months, 3 per Cent. per annum.
For 12 months, 4 per Cent. per annum.

T. JACKSON,
Chief Manager.
Hongkong, 15th February, 1896.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST ON DEPOSITS is allowed at 3½ PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895.

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorised Capital £1,000,000
Subscribed Capital £500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillis, Esq., Chow Tung Shing, Esq.,
H. Stalterhof, Esq., Kwan Hoi Chuen, Esq.,
Chan Kit Shan, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1895.

CARBOLINEUM-AVENARIUS
USED FOR 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Dampness.

Sole Agents for China,
SCHEELE & Co.
Hongkong, 15th May, 1896.

Insurances.

IMPRESS ASSURANCE CORPORATION,
LIMITED.

FIRE AND MARINE.

WE have This Day been appointed
AGENTS, and are prepared to accept
RISKS at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Hongkong, 28th April, 1896.

THE MANCHESTER FIRE ASSURANCE
COMPANY.

ESTABLISHED A.D. 1864.

CAPITAL £1,000,000
TOTAL FUNDS AND SECURITY £3,450,053
NET ANNUAL FIRE PREMIUM £757,478

HAVING been appointed AGENTS of the
above Company we are prepared to
accept EUROPEAN AND CHINESE RISKS
at CURRENT RATES.

HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 2nd January, 1896.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Underwritten AGENTS of the above
Company are prepared to accept First
Class FOREIGN AND CHINESE RISKS at
CURRENT RATES.

SIEMSEN & Co.,
Hongkong, 28th May, 1895.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED).

CAPITAL, TAELS 500,000 \$233,333.33
EQUAL TO \$318,000.00
RESERVE FUND \$318,000.00

BOARD OF DIRECTORS.
LEE SING, Esq., LO YUK MOON, Esq.,
LOU TAO SHUN, Esq.

MANAGER.—HO AMEL.

MARINE RISKS ON GOODS, &c., taken
at CURRENT RATES to all parts of the
World.

HEAD OFFICE, 8 & 9, PRAYA WEST,
Hongkong, 28th December, 1895.

NOTICE.

THE MAN ON INSURANCE COMPANY,
LIMITED.

CAPITAL SUBSCRIBED \$1,000,000

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all parts of the world
payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST,
Hongkong, 26th May, 1896.

THE HONGKONG AND WHAMPOA DOCK
COMPANY, LIMITED.

NOTICE is hereby given that an
EXTRAORDINARY GENERAL
MEETING of the above COMPANY will be held
at the COMPANY'S OFFICE, No. 14, PRAYA
Central, Hongkong, on MONDAY, the 13th
July, 1896, at 3 o'clock P.M., when the
Subjoined Resolution, which was passed at the
Extraordinary General Meeting of the Company held
on the 22nd June, 1896, will be submitted for
confirmation as a Special Resolution, namely:—
That the Articles of Association be altered in
manner following:—

(a) Paragraph 10 of Article 2, which now
reads as follows:—"Auditors, Secretary,
and Manager mean those respective
Officers from time to time of the
Company" and the marginal note of
the same paragraph shall be cancelled,
and in lieu thereof the following mar-
ginal note and paragraph shall be
inserted, that is to say:

"Chief Manager, Secretary, and
Auditors respectively mean the
persons from time to time of the
Company being per-
forming the duties
of these respective
officers."

(b) In Article 69 the words "One Thousand
Dollars" shall be eliminated and there
shall be substituted therefor the words
"Two Thousand Dollars."

(c) In Article 70 the words "Chief Manager"
shall be substituted for the word
"Manager."

(d) In Article 72 and in the marginal note
thereof the word "Manager," where it
occurs, shall be eliminated and the
words "Chief Manager" shall be
substituted therefor.

(e) At the end of Articles 83 and 87 there
shall be added the words "or Chief
Manager."

Dated the 23rd day of June, 1896.
By Order of the Board.

THOS. I. ROSE,
Secretary.

Intimations.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.

FOR STREAMERS CAPTAINS TO SAIL REMARKS

LONDON, &c. ...Katsar-i-Hind...C. I. Daniel Noon, 2nd July... {See Special
Advertisement.

JAPAN Ancon W. D. Mudd Noon, 3rd July... {Freight or Passage.
(Passing through
the Inland Sea.)

JAPAN, &c. ...Borneo L. M. Wibmer, RN.R. About 10th July... {Freight or Passage.
(Passing through
the Inland Sea.)

LONDON Aden R. E. L. Hill, RN.R. About 11th July... {Freight or Passage.
SHANGHAI Ravenshoe E. Street About 11th July... {Freight or Passage.
LONDON Palawan C. Gadd About 22nd July... {Freight or Passage.

For Further Particulars, apply to
H. A. RITCHIE, Superintendent.
Hongkong, 30th June, 1896.

THE CLUB HOTEL, HOTEL
5, BUND, YOKOHAMA. 1, TSUKIJI, TOKYO.

FIRST-CLASS HOTELS, centrally situated, wellfurnished, the Cuisine under the Supervi-
sion of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT
Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every
assistance given in clearing luggage and affording information. Passengers are met at the
Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra
charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER
on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

E. V. SIOEN, Manager, L. DEWETTE, Manager,
YOKOHAMA. TOKYO.

MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE SEA LEVEL.

TELEGRAPHIC ADDRESS, TELEPHONE,
"EXCELSIOR," HONGKONG, No. 35.

THE TEMPERATURE IS AT LEAST 10 DEGREES COOLER THAN IN
QUEEN'S ROAD.

TIFFIN AT 1 P.M. DINNER AT 8 P.M.

ARRANGEMENTS can be made for TIFFIN or DINNER PARTIES in
PRIVATE DINING-ROOM.

For further Particulars apply to
THE MANAGER,
MOUNT AUSTIN HOTEL.

Hongkong, 27th July, 1895.

LAURENT-PERRIER'S
"SANS-SUCRE"
CHAMPAGNE.

1889 VINTAGE.
ON THE WINE LISTS OF ALL LEADING CLUBS AND
HOTELS IN ENGLAND.

This is the Champagne recommended when others are
prohibited, being without any added sugar or alcohol.
Strongly recommended by the medical faculty for persons
suffering from Gout.

CALDBECK, MACGREGOR & Co.,
WINE and SPIRIT MERCHANTS.

15, Queen's Road,
Hongkong, 20th June, 1896.

BILLIARDS

AT H.K. HOTEL.

THREE PRIZES.

LANE, CRAWFORD & CO.

COCKBURN'S V.O. & E.V.O. SCOTCH WHISKIES.
TEACHER'S HIGHLAND CREAM.
AYALA's CHAMPAGNE.

SACCONE'S HELICON, PALE DRY, MANZANILLA and AMONTILLADO SHERRIES.
M.B. FOSTER & SONS (Bottle Brand) bottling of BASS'S BEER and GUINNESS'S STOUT.
CALIFORNIA RED and WHITE WINES.

ADET SEWARD & Co.'s MEDOC, COTES DU ROUGE and other CLARETS.
HENNESSY'S BRANDIES.

RED HEART RUM. BOORD'S OLD TOM.
PLYMOUTH GIN. HOBOKEN'S HOLLANDS.
FRENCH and ITALIAN VERMOUTH.

The well-known E. & S. PORT.
BITTERS, LIQUEURS, SYRUPS, CORDIALS, &c.

LANE, CRAWFORD & CO.

Hongkong, 19th June, 1896.

Intimations.

BELL'S ASBESTOS EASTERN
AGENCY, LIMITED.

HONGKONG HOTEL—PRAYA.

BELL'S ASBESTOS NON-CONDUCTING BOILER COVERING

COMPOSITION is acknowledged to be the best in the East.

TESTIMONIALS referring to above may be seen anytime at this Office.

ESTIMATES given for work finished complete.

Hongkong, 13th May, 1896.

W. JACKSON, Manager.

UNITED ASBESTOS ORIENTAL
AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS COMPANY, LIMITED, LONDON,

PIONEERS OF THE ASBESTOS TRADE.
Contractors to H.M. Government, and the Principal English, Indian, Colonial and Foreign
Railways, including the Imperial Railways of Japan.

MANUFACTURERS OF
The Best Qualities of ASBESTOS and RUBBER GOODS for the VERY HIGHEST PRESSURES.
Cheaper Qualities for LOW PRESSURES.

The "VICTOR" METALLIC PACKING has been adopted by the Lords of the Admiralty
for use throughout Her Majesty's Navy.

The "VICTOR" METALLIC JOINTING MATERIALS for Steam and Hydraulic Joints,
Manhole and Mudhole Doors, &c., are also used on every Battleship, Cruiser, Gunboat, Torpedo-
boat and Transport in H.M. Service.

"SALAMANDER" Non-conducting Composition for Boilers, Hot-water Tanks, Pipes, &c.
IN TWO QUALITIES.

SPECIAL QUOTATIONS FOR QUANTITIES.
SUPERINTENDENT.....THOS. SKINNER.
DODWELL, CARLILL & Co.,
General Agents.

A GRAND "PICK-ME-UP."

H. DE MESLERAY'S

CHAMPAGNE,

IN QUARTER BOTTLES.
Per Case of 4 Dozen.....\$7.00

SOLE AGENTS:—
GANDE PRICE & CO.,
WINE AND SPIRIT MERCHANTS,
No. 12, QUEEN'S ROAD CENTRAL.

Hongkong, 30th June, 1896.

EXPLOSION IMPOSSIBLE.

IASTRAM'S PATENT

GOLDEN MEDAL

PETROLEUM ENGINES

OF 2 TO 12 H.P.

FOR FACTORIES AND LAUNCHES.

WORKED BY ORDINARY PETROLEUM.

Consumption of Petroleum 1 lb. per H.P. and Hour.

A Working Stationary Engine and a Launch with a 4 H.P.

Engine will be shown and full particulars be given on application.

SCHEELE & CO., HONGKONG,
SOLE AGENTS FOR THE EAST.

NO PROFESSIONAL ENGINEER REQUIRED.

W. POWELL & CO.

LARGE STOCK OF
NEW TRAVELLING TRUNKS.

GLADSTONE BAGS. BRIEF BAGS.

HAND BAGS. TRUNK STRAPS, &c., &c.

W. POWELL & CO.

Hongkong, 10th June, 1896.

(DIRECT IMPORTATION FROM JEREZ.)

DRY SHERRY

in cases of 12 Bottles...at \$5.00 per Case.
And a small lot of choice Wines.

GRANT JEREZ, N.P.O.
CORONA VIEJO OLOROSO.
FAMOSO MOSCATEL EXTRA.
NECTAR.
SHEWAN & Co.
Hongkong, 25th June, 1895.

W. BREWER & CO.

SOME LEADING POPULAR NOVELS.

HERBERT VANLENNERT, BY KEARY.

Strange Transfiguration of Hannah.

Stubb, by Florence Marryat.

Barbours of Sates, by Correll.

English Games, by Southey.

Secrets of the Court, by F. Moore.

Love Highway & Edgemoor, by Montagu.

Transience of Two, by F. Benson.

Justification of Andrew Latham, by F. Benson.

Hongkong, 2nd June, 1896.

NEW WHARF TARIFF AT SHANGHAI.

The General Agents of the Shanghai and Hongkong Wharf Company have given notice that on and after the 1st July their charges will be raised some fifty per cent. The result is that the managers, at Shanghai, of the P. and O., the Mutual, the Messageries Maritimes, the Ocean Steamship Company, and the Shire Lines addressed a vigorous protest to the General Managers of the great Wharf Company, and the *North China Daily News* has taken up the cudgels for the Ocean Steamship Companies. It appears that "coasters" are not to be affected by the proposed change of tariff, only the big ocean liners, which are over 350 ft. in length. The Shanghai morning paper says "the increase in the tariff now announced is the result of the Wharf Company having obtained the monopoly here by the purchase in 1891 of the competing Pootung Wharf and Godown Company. . . . The Directors of the Wharf Company may have numerous excellent reasons for raising their charges exclusively on steamers over 300 feet in length; but the decline in silver, amounting to about 32 per cent since June, 1891, is a very poor excuse for a rise of over 50 per cent, after something like a promise that there should be no rise at all."

The agents of the ocean liners in their protests state as follows:—

"In the first place the rates of Wharfage for large steamers with foreign cargoes appear to be raised out of all proportion to other charges."

"No increase is made in the charge for coasting steamers or vessels under 300 feet, but whereas under the old tariff a vessel of 340 feet paid a single sum of Tls. 80 for Wharfage, such a steamer would now have to pay Tls. 170 with a further fee of Tls. 50 p.d. for every day after the fifth."

"Again the modern cargo steamers now chiefly used in the London trade as a rule measure 400 to 420 feet. Under the old tariff these would be charged from Tls. 130 to Tls. 155, but we are now asked to pay Tls. 200 to Tls. 250 with a probability of an additional charge being made for working over the 5 days."

"Although we are now called upon to pay a very considerable advance in Wharfage dues we are willing to agree to your increased tariff provided the one charge is made and no more. We are firmly of opinion that the clause with reference to the 5 days being made for vessels working over 5 days is excessive and out of consideration for your constituents should not be insisted upon. . . . We trust that upon further consideration you will find yourselves able to adopt the suggestion we put forward, which is that:—

"Wharfage should be charged at the rate of eight candelars per foot per day, and that ten days should be allowed for clearing their cargo, commencing from the date of steamer coming alongside the wharf."

"We are glad to find that by the erection of transit sheds and increasing the storage godown accommodation (at present so inadequate) the Wharf Company are showing that they recognize fresh efforts must be made to deal with the growing requirements of the trade of this port. There is no doubt ample justification for this increased expenditure, we would ask you not to make it the ground for adding to the burdens of the shipping community."

"Our interests in the trade of Shanghai are identical with yours, and we trust that in view of the friendly relations which have always existed between us, you will give a favourable consideration to the questions which have now been referred to you."

The Board of Directors of the Wharf Company declined to agree to the terms proposed by the agents of the ocean steamship lines.

THE MAHOMMEDAN REBELLION IN KANSU.

(From the *Peking Telegraph*.)

We left Haining on April the 8th, and oh! it was such a treat to get away from all the excitement, strain, and bloodshed which had fallen to our lot of late. We were never sure what a day would bring forth. There was always a strain upon us. It was such a relief to be away and to hear so little of it. Nine months of it as a stretch is quite sufficient to last a lifetime. Affairs were no nearer being settled when we left. General Tung Fu-shang has now gone over from Hohcho, so we may expect matters to come to a head. Our journey to Lanzhou was trying. Mr. Riddley and baby, but it was so necessary we should have a change.

Now about the money sent for relief. We have used some of it for calico and medicines, the rest we are holding over for a time. As things are looking at the present time, it seems as if many poor people will starve to death, for they cannot get back to their farms to sow their seed; and all the granaries are empty.

The rebellion will cost the Emperor some millions of taels, whereas it had a good many at the head of the province. This bloodshed and expense might have been averted. We had to wait for soldiers coming from Shanhaikuan to help us in Haining and large numbers of them died before the rebels.

We have attended to somewhere near 2,000 wounded since the beginning. It has been a great mercy that we could buy such good medicine in the native shops, or what could we have done at such a time, being shut off from the outer world for five and a half months, four months of the time besieged? What we felt the lack of was instruments to extract bullets, but with the aid of a razor to cut the thick skin and a sharp penknife to cut the flesh, we managed to extract a large number without making a big hole. The Chinese make fearful gashes when they extract bullets; they are like butchers. Should any of my readers long to help us in our medical work, they could not do better than send us a surgical pocket case, which would be invaluable.

FRANK RIDLEY.

Lanzhou, 26th April, 1896.
(A local Chinese Doctor, hearing of the above, sent most generously five Mr. Ridley a pocket case of surgical instruments.—Ed., P. & T. Times.)

THE NAGASAKI SHOOTING AFFRAY.

Kobe, June 19th.

Latter particulars of the shooting affray at Nagasaki (translated by the *Japan Herald*) from the *Yokohama Specimen* are to the effect that about 8 p.m. on the 18th instant a Russian military attaché paid a visit to the captain of the steamer *Nippon*, one of the Russian Volunteer Fleet, then in port there. After a short interview the attaché fired at him with a pistol, wounding him slightly in the right cheek. The matter is now being enquired into by the Consul. The cause of the trouble is said to be connected with the fact that the late Russian military attaché, who is in Russia, the attaché left Tokyo by a British mail steamer. He is said to be Lieut. J. Boudilowsky, while it is further stated that it was not the commander of, but a subordinate of the *Nippon* steamer that was wounded.

YOKOHAMA, June 19th.
A Nagasaki telegram dated June 15th states that a military attaché of the Russian Legation in Tokyo shot the captain of one of the Russian men-of-war there, and inflicted a slight wound. The only vessel in port at Nagasaki on June 15th was the *Nippon* steamer. The *Japan Herald* states that about 8 p.m. on the 18th the attaché paid a visit

to the captain of the Russian Volunteer Fleet steamer *Nippon* and after a short interview fired at him. The shot, which inflicted only a slight wound. The cause of the affray is stated to have arisen over the officer's wife at home. The officer left for Tokyo by a British steamer.

We have reason to believe that the above story is not entirely accurate. The so-called attaché is Lieut. J. Boudilowsky, and the person at whom he shot is one of the officers, not the captain, of the *Nippon* steamer. The cause of the shooting is reported to be some real or fancied affront offered to Lieut. Boudilowsky through his wife.—*Advertiser*.

THE DISASTER IN JAPAN.

Kobe, June 22nd.

From the official statistics already published—undoubtedly incomplete as yet—it is evident that the disaster in the north is one of the worst, if not absolutely the worst, in the whole history of Japan. The earthquake in 1891 killed nearly ten thousand persons, but this tidal wave is already definitely known to have drowned, or killed close on twenty thousand. A mere list of figures conveys but a remote idea of the horrors of the visitation. But it may be more nearly realized on contemplation of what is meant by a sudden lateral rise of the sea in a volume eighty feet high, along two hundred miles of coastline. Nothing, of course, could withstand such a foe; it can only be compared with the tidal wave which followed the Lisbon earthquake in 1755. The people in the districts now devastated (as indeed the people in all parts of this earthquake-stricken land) have had in the past frequent experiences of this nature; and it appears from the Kamashiki account that their previous experiences had made them somewhat callous and careless, nonchalant, and a tidal wave of smaller force inundated Kamashiki, and the inhabitants had time to meet the danger; those who removed all their belongings to the hills were safe, but the empty houses were carried away, whereas a part of the population stayed in their houses and strengthened them as best they could against the rising waters, and lost nothing whatever. In the present instance, the difference may be seen from the fact that out of the total population of Kamashiki (6,000) only about a thousand escaped to the hills, and the rest all perished. But that is by no means the worst; appalling as it is to think of twenty thousand living, feeling mortals suddenly swept into eternity, there are even more—the figures are easily spoken, but the heart-rending picture represented by them is not easily conjured up in the mind's eye—there must be myriads together homeless and starving, robbed at one fell swoop of the roofs that sheltered and the fields that fed them; thousands escaped by desperate efforts, with limbs shattered in the struggle for bare life. The injuries sustained in the struggle to reach the hills are all humanely, the wounds inflicted amid the crash of wreckage, in a vast vortex of seething flood, already taken to the uttermost the powers of the energetic and ably-organized Red Cross and Navy Surgical Staff, and no time is to be lost if the whole coast population of North-East Japan is not to die miserably. Well is the country responding to the cry for help, and if ever there was a cause calling for the sympathy and active aid of the foreign community it is the present one. Suffering, wholesale suffering it may be called, is a potent agent to reach the hearts of all humanity, irrespective of race, rank, creed, or other distinction. These unhappy peasants and fisher-folk, these widows and orphans, these victims maimed for life or dying in agony, are our own neighbours; if not our own flesh and blood; the Red Cross men and their Naval allies, who are now straining every nerve to carry out promptly and completely their errand of mercy, are the same brave men whose exploits at Wei-hai-wei we all applauded so cordially a year or more ago. Then the enemy was a cruel, pitiless, and brutal horde of Chinese savages; now it is a more potent and not less cruel force, which has crushed so many without a moment's warning and for no fault of theirs. The foreign community of Kobe is not unversed in the work of organizing relief; may we look to the leaders of the Gifu Relief Committee of 1891 to come forward again? The need is greater now. As a beginning, we will open a subscription list in these columns, and will keep it open until further notice. If a Committee of Kobe residents will come forward we will gladly hand over all subscriptions, and do all in our power to co-operate. Any subscriptions sent in will be duly credited in these columns, and if the *Chronicle* Subscription List is superseded by a Municipal Subscription List, or any similar one, we will continue to do our little best, to urge the claims of the fund in every way, to publish acknowledgments of subscriptions, and to facilitate the good work by every means in our power.—*Chronicle*.

THE TIDAL WAVE: A RETROSPECT.

Referring to the calamitous tidal wave and earthquakes in the north, the *Osaka Asahi* publishes an interesting summary of similar catastrophes in history, more particularly in the north-eastern districts. In the 6th year of the 18th year of the Tenmei era (1765 A.D.) a fearful earthquake occurred in Kuroki province, the present province of Rikuzen, Rikuzen and Rikukoku. Kyo-yen port was swept by tidal waves, and plains, fields and roads adjacent to the shore were submerged. Over 1,000 persons were drowned. Coming down to the 6th year of the Keicho era (1601 A.D.) we find recorded a great earthquake which devastated Awa and Kazusa provinces in the 10th month of the same year. In the vicinity of Surugadaira the sea rose to the height of 100 feet, and the land crumbled away and disappeared, while the sea swept in and drowned thousands. Again, in the 1st year of Kwanto (1711 A.D.) a tidal wave inundated Matsushima. This was in the 7th month. In the 1st year of the Hoei era (1701 A.D.) a great earthquake occurred in Takata, Echigo province, and an equally terrible shock was felt in Sakata in the 6th month of the 18th year of Bunmei (1804). Subsequent to that date similar calamities have occurred in different districts in the north. The comparatively recent eruption of Boudilowsky, followed by the seismic disturbances in Zowosan, need not be recalled. The centre of the latest upheavals, the cause of the tidal wave which has overwhelmed so many hundreds of homes and destroyed thousands of people, is believed to lie in the sea south of Kinkasan. From the evening of the 15th to noon of the day following altogether 150 volcanoes were felt in Kobe, Miyagi, Yamanashi and Chikama districts. The centre of the earthquake was in the north. The shocks were felt in Tokyo within the 15 hours.—*Asahi*.

A REMARKABLE LADY EXPLORER.

Mrs. Bird Bishop interviewed.

After an absence from Shanghai of about five months, during which she has accomplished a remarkable journey in the less known regions of Szechuen, Mrs. Bird Bishop has returned to the Model Settlement. Anyone more different from the conception of a person likely to willingly go through the hardships, exertion, and even dangers of travel from a foreign-batting populace than Mrs. Bishop it would be difficult to imagine. Seemingly she is a retiring sort, who, like a butterfly, is a person to be respected amongst all but a Chinese mob, and who has reached a period of life when physical comforts might be fairly expected. But when she begins to talk, selecting her words with the nicest discrimination, she at once exercises a sort of spell over the listener, making him feel the power of her intellect, and the acuteness of her observatory powers. It is then recognized that Mrs. Bishop is a wonderful woman, possessing an unusual force with which to overcome the most forbidding obstacles. We have therefore needed for recording the hour's conversation, in which Mrs. Bishop related to a representative of the *M. C. Daily News* some of her recent experiences. They cannot be better given than in her own words:—

"I left Shanghai" said Mrs. Bishop, "on the 10th of January last for a journey in Szechuen. I travelled to Ichang by steamer and then by houseboat to Wanshan, a distance of about 300 miles and occupying three weeks. I only landed a few times for the purpose of taking a photograph of the scenery. Then I took an open chair—wheeled chairs in Szechuen, and was therefore the cause of some trouble—and started on a journey of 1,200 miles. The end of the first stage was Paoliang, about 300 miles from Wanshan. The first thing that impressed me exceedingly was

THE BEAUTY OF THE COUNTRY.

The forests and glorious vegetation, the magnificent fertile valleys, and the size and handsome appearance of the farm-houses—all struck me greatly. I could hardly have believed such things existed in the East. The grain, the abundance of the coal, which crops out of the road; is marvellous; the people have only to dig it out and use it for fuel. On that route I met with a great deal of hostility. The people were most unfriendly, and proceeded to violence, but the officials always endeavoured to do their best to protect me. Before coming to Paoliang the country becomes less Alpine and less rich and populous. From Paoliang I went by Sinitient, over a less interesting hilly country to Mienchuan, everywhere impressed with the richness of the country in coal and grain. I travelled in that region for some time visiting various objects of interest and eventually reached Kuanhsien. On the way (thither I experienced very bad treatment, being attacked and stoned and hit in the head by a large stone, the effects of which I feel even now. Kuanhsien is in the north-west corner of the plain of Cheang, which I found a most marvellous instance of fertility and wealth of population. I have seen nothing like it anywhere. I have travelled for eleven days over the plain and there is not a place where you do not hear the sound of rushing water, so completely is it irrigated. Kuanhsien is the centre of a great deal of trade with Northern Tibet, chiefly in drugs. It is also very interesting as being the place where—nobody knows how many hundreds or thousands of years ago—a man who has to his memory the greatest temple in China, divided the waters of the Min and sent them to fertilize the plain of Cheang, and made such a wonderful system of irrigation works that there can be

NORTHERN FLOODS WORSE DROUGHT.

Kuanhsien is situated on the base of the hills where the mountains begin to rise. Thence I went up the Min river, which the Chinese consider the actual Yangtze, as far as Weihsien, and turning off the Min river went to Lianfeng, where the authorities did everything they could to prevent me going further—everything short of actual violence. But I went one day's journey further in China proper to the furthest Chinese frontier post, Tashukou, where Chinese officials end. From that time for some weeks I was in the country of the Manchu. They are quasi-independent, who may tribute to China through their rulers. They are actually ruled by a chief, *Tsunu*, who is appointed by the Emperor for *Tsunu*, who is generally succeeded by his son. In the case of the Soma territory, where I was, the *Tsunu* rules a territory containing about 20,000 people, but I could get no reliable figures as to the number of the whole race. These tribes are perfect Caucasians in their appearance, both men and women being very handsome. They live in stone houses, two, three, four and even five stories high, many of them resembling castles. One marked feature that I noticed every village there are one or more lofty square towers, from 50 to 100 feet high, built of stone, the use of which the present inhabitants have no record of. Their social customs are altogether different from those of the Chinese. They are extremely rigid. Buddhists, and the signs of religion are everywhere. They have many interesting peculiarities. One son in every family becomes a *lama*; they either burn their dead, commit them to the river, or expose them on the mountains, at the decision of the *Tsunu*. Their marriages, as in England, are matches, made by the *Tsunu*. They raise barely enough of grain and other food for their own consumption. I found them kind, friendly, and hospitable, and at nights slept on the roofs of their houses. The men do not wear the *qunus*, whilst the women fasten strings of coral beads in their hair which they wear in collars round the head. The country after leaving the Min river is most magnificent.

A COMPARISON WITH NEW ZEALAND AND CANADA.

and at that season of the year, though there is not eternal snow, the innumerable snow-capped peaks give it eternal beauty. The forests of magnificent timber are very extensive. The flowers and ferns have the redundancy of the tropics. I went up to the source of the Lianfeng river, a branch of the Min on the Tunkshan mountains, crossed the pass which appears to be about 13,700 feet high, and descended upon the Rikukou river, at a point of the Great Gold River. The castle of the *Tsunu* of the Soma tribe is on a spur rock extending nearly across the valley, and being a stone structure of several stories in height and in excellent repair, has a singularly grand aspect. There was just then trouble between two of the tribes, and the bridges over the Rongkang were broken down; so I was unable to carry out my intention of going down to Tachienai, a fourteen day's journey, and I came back chiefly by the same route. Gold and enormous quantities of silver of soda are found along this river. The rivers I may say are general green torrents of considerable width; a succession of rapids and cataracts the whole distance. The numerous Manchu villages on this side of Lianfeng have been inhabited by Chinese since the Tai-ping rebellion. In continuing my return journey I recovered the plain of Cheang; from Cheang came down the Min to Kiating, on to Suifu and Lachow, and through a very beautiful and fertile country to Chungking.

THIS IS Mrs. Bishop's account of her recent travels in Szechuen and how she came to be

cal examination which she suggested, some additional facts were gleaned. The spirit of hostility to foreigners she described as something astonishing in its intensity and extent. Everywhere such phrases as "foreign devil," "foreign dog," "child-eater," and worse, were heard. There is no doubt in Mrs. Bishop's mind that the people do really believe foreigners eat children or tear out their eyes, and in Cheang and elsewhere she saw children wearing a red cross in a green gown as a charm against foreigners carrying them off. Mrs. Bishop learned that the unfriendliness had increased in the few weeks previous to her visit, and it seems that the large sum demanded by the French missionaries as compensation for their losses in the riots has deepened the feeling of resentment, whilst it has to be remembered that not one of the single leaders in those riots has been punished. Not a trace of the buildings destroyed in the riots is now to be seen; every brick has been carried away. For fear it should be imagined that the missionaries have provoked the hostility of the people, Mrs. Bishop laid particular emphasis upon the fact that her experience of the China Inland Mission was that great care was taken to avoid wounding prejudices or violating custom in any way. New had also been seen care taken—a care that inspired a constraint upon the missionaries. All their houses are built in the native style, a matter of great importance in Mrs. Bishop's opinion. So far as the action of the officials went she believed they desired to protect foreigners, but nevertheless the unfriendliness amongst the people was nearly universal.

Mrs. Bishop, besides keeping full notes of her experience, has taken some 200 photographs. Photographers may be interested in knowing that she used a half-plate tripod camera of orthodox form, and time instead of plates. The edges of some negatives have been affected by heat, but from the sixty so far developed very successful results may be anticipated. That Mrs. Bishop has suffered considerably from her treatment by the Chinese mob is evident, and her decision to seek rest in Japan is certainly wise. She is not inclined to talk much about herself, but the dreadful howls of an infuriated Chinese mob— which have been heard never to be forgotten—have had their effect, and though Mrs. Bishop contemplates writing a paper for the Royal Geographical Society, and another visit to Korea, she will not attempt this until restored to strength, which restoration every one must hope will be speedy.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

(Before His Lordship Dr. J. W. Carrington, C.M.G., Chief Justice.)

June 29th.

THE PERJURY CASES.

Loong King Tong and Wong Wa were charged with perjury before Mr. J. Sercombe Smith, Acting Police Judge, on the 25th May. Mr. J. J. Francis, Q.C. (instructed by Mr. J. Harting) prosecuted, and Mr. E. Robinson (instructed by Mr. Bowler) defended.

The case was opened on Thursday, Mr. Robinson addressed the jury and said the prosecution—a private one—was a vindictive prosecution and the charge against the prisoners ought never to have been brought. The charge on the agreement was a genuine one and what the prisoners said in Court was quite in accordance with the truth.

Mr. Francis replied and His Lordship summed up.

The jury unanimously found both prisoners guilty. Mr. Robinson moved for an arrest of judgment on three grounds. The first and most important ground was that the indictment was bad in law as the prisoners had been jointly indicted. His Lordship referred to Archbold, 1886 Edition, page 923, *Queen v. Phillips*. "Two or more men cannot be jointly indicted for perjury." This was also said down in *Strang*, page 92, and Russell on Crime, 5th Edition, page 100, page 100. The second ground was a technical one and he referred to an act of George and a law which governed Hongkong, contending that the indictment was bad on the face of it for omitting the necessary averment that the Court before which the civil suit was tried was of competent authority to administer the oath.

His Lordship said he believed a local enactment governing that point.

Mr. Robinson said his point would fall to the ground if that was the case. His third point was that the indictment was bad because it did not set out the words of the alleged perjury.

His Lordship—Why didn't you raise these points before?

Mr. Robinson—I thought of demurring to the indictment, but after consulting Archbold and a well known work on the conduct of matters in Courts of Law by Mr. Harris, Q.C., I found that such a matter is not in the nature of a plea, and that it was not a matter to be raised in arrest of judgment.

Mr. Francis said his friend was quite wrong in his arguments. The prisoners were not indicted jointly, but separately. Counsel referred the Court to the practice in the colony with reference to charges of the same character against prisoners. In regard to the second point of the cases cited by the counsel for the defence affected the question, as this was a case brought under the special provisions of the Evidence Ordinance, 3 of 1890. The fact that the indictment set forth that the perjury was committed before Mr. J. Sercombe Smith, Acting Police Judge, necessarily implied that the Court had authority to administer the declaration. The third objection had no foundation whatever.

His Lordship—These are important points, especially the first one, which I do not think I will decide to-night. Defendants will be remanded until Friday morning at ten o'clock.

The Court was adjourned until Tuesday morning at ten o'clock, when, common law cases, except those in yesterday's case, were required to attend.—*Daily Press*.

June 30th.

ATTEMPTED MURDER.

Lo Ching was charged with having, on the 10th day of May last, offered J. R. Rennie, an Inspector of Nuisances, 87½ by way of a bribe to prevent him from informing the supervisor of the sanitary condition of her house.

Mr. H. E. Pollock, Attorney-General (instructed by Mr. A. B. Johnson, Crown Solicitor) prosecuted, and Mr. E. Robinson (instructed by Mr. E. McBirney) appeared on behalf of the defendant.

After the indictment had been read, and before the prisoner pleaded, Mr. Robinson asked leave of the Court to enter a demurrer to the indictment, and in case the demurrer was overruled, to plead *not guilty*. He cited Archbold as authority for the application, which was granted, unopposed.

Mr. Robinson then said that the point he raised was that the offence stated in the indictment was not a criminal offence, neither was it an offence at common law, and that being charged with no offence at law the prisoner was not bound to answer the charge. In support of this he stated that S. 11 of the Criminal Code, which is a statutory offence, was not a criminal offence at common law, and that the offence charged in the indictment was not a criminal offence at common law.

made under the common law of England, or else held to be no offence at all. The common law text books stated the offence of bribery to consist of bribing a judicial officer. He quoted the case of Rex v. Beale, where the person bribed was in charge of the exchange of French prisoners during the last great war. In that case he held that the officer bribed had quasi-judicial powers. He then quoted Rex v. Vaughan where an attempt was made to bribe a Privy Councillor. In that case, too, it was held to be bribery. He contended that in all cases it was held that the person bribed must hold some high office connected with judicial functions. In the present case, the Sanitary Inspector had no such powers. His Lordship—Do you wish to say that the dignity of the office makes the offence?

Mr. Robinson thought that was the way the decisions made it out, and asked his Lordship not to look at the case from a point of equity but of law.

Mr. Pollock briefly opposed the demurrer, citing cases to show that an attempt to corrupt any officer in the commission of his duty constituted the offence of bribery.

The demurrer was overruled.

The prisoner then pleaded "not guilty" and the following jury was empanelled:—Messrs. J. Lewis, C. J. Gonzalez, A. J. de C. Roche, J. M. de Roche, J. Gimble, L. C. de Roche and M. A. de Roche.

Evidence for the prosecution which was fully reported in these columns on the 2nd instant, was then heard.

After listening to the evidence for the prosecution and defence, and the addresses of counsel, the jury returned an unanimous verdict of "not guilty" and the prisoner was discharged.

INDO-CHINA STEAM NAVIGATION COMPANY.

The fifteenth ordinary general meeting of the Indo-China Steam Navigation Co., Limited, was held on 28th May, at the offices, 20, Cornhill, E.C., Mr. J. Macandrew (chairman) presiding.

The Chairman said:—Before I address myself to the business topics which you have to consider to-day, I must take the first opportunity in my power of expressing the deep regret that has been felt not only by myself but by all the members of the board at the loss of our respected colleague, Mr. J. Macgregor. Mr. Macgregor was a director of our Company from its commencement, and always took the greatest interest in its development and welfare. His great experience in connection with steamships has been of immense value to the board. The board has already conveyed to his widow and his family the expression of their sincere regret at his loss. I am glad that we are able to show, on the whole, a pretty good year for 1895, and that, notwithstanding some adverse incidents, we are still able to recommend to the shareholders a dividend equal to that which was made last year of 8 per cent. (Hear, hear). Satisfactory trade has been carried on in spite of the war with Japan, and perhaps even in some respects, on account of that war. The vessels of the fleet have found good employment throughout the year. At the same time it has been quite apparent to the board, as was indicated at the last annual meeting, that several of these vessels are not up to the modern standard, and more particularly for what is now required in the Chinese passenger trade. It has, therefore, appeared necessary to the board to make a considerable addition to the strength of the fleet during the past year. I am sure that in doing this we are on the right track, and that we shall be able in the future to work in excellent condition, and it should not now require improvement for a considerable time to come. With reference to the case of the *Kow Sui*, I can only repeat what I said in the report. It has not been lost sight of, and no one laments the unreasonable delay that has taken place in coming to a settlement more than myself. It must be obvious to you that the decision of this matter does not rest with the board at all. All that we can do is what we have been doing, and that is to keep the question prominently before ourselves, and upon the most cautious basis to urge the regular action of the part of the Foreign Office. They are meeting us fairly so far as they can. They always inform us of what they are doing their best in the matter, but Chinese delay is a good deal responsible for the disappointment which we have experienced in this matter. We still hope that our efforts in this direction will be crowned with success. The amount stated as the present value of the fleet shows a material increase on the previous figures, and we have been able to get the money required for that addition so far as moderate terms. The amount due to the Company in China has again been materially reduced, but with the large number of agencies which we have at work there it must always show a pretty considerable figure. The higher rate of exchange has fortunately put a stop to the drain that we have for so many years experienced on that account. I think the shareholders may take it from me that they need be under no apprehension that the value of the vessels of the Company stands at any fictitious amount, but that it is really a fair and proper estimate in which they are valued. However, notwithstanding this, the caution which is given by the auditors will, of course, receive all fitting attention, and we shall be prepared to meet them so far as may seem reasonable and proper. During the present year, 1896, I am afraid there will be some unusual claims to be met in our underwriting account. The case of the *Owyo* is alluded to in the report. The sad loss of life which occurred when the *Owyo* was lost is greatly to be lamented, and the only satisfactory feature in the matter is that our own vessel has been pronounced free from blame in the collision. The case is undergoing a friendly settlement with the company whose steamer, the *Nippon*, was damaged, and I hope that no difficulty will arise in the matter. There is also a new steamer—the *On Sang*—which took the ground in entering the Hongkong harbour, and I am afraid that the repairs which will be necessary in that case will be rather considerable. We also have just received intelligence by telegram to the effect that the *Tak Sang* has been in collision with another vessel, the *Kung Ping*, under circumstances of which we have yet no information. Whether we are to blame in the matter or not I cannot say. However, these instances are somewhat unfortunate after the run of good luck that we have previously enjoyed with our vessels. The freight have not opened very well this year. The effect of the war has been to be lamented, and the only satisfactory feature in the matter is that our own vessel has been pronounced free from blame in the collision. The case is undergoing a friendly settlement with the company whose steamer, the *Nippon*, was damaged, and I hope that no difficulty will arise in the matter. There is also a new steamer—the *On Sang*—which took the ground in entering the Hongkong harbour, and I am afraid that the repairs which will be necessary in that case will be rather considerable. We also have just received intelligence by telegram to the effect that the *Tak Sang* has been in collision with another vessel, the *Kung Ping*, under circumstances of which we have yet no information. Whether we are to blame in the matter or not I cannot say. However, these instances are somewhat unfortunate after the run of good luck that we have previously enjoyed with our vessels. 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A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, TO-MORROW, the 1st July, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.
 Hongkong, 24th June, 1896.

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Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

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 Captain, Balisto, will be despatched as above on FRIDAY, the 3rd July, at Noon.

At Bombay the Steamers are discharging in VICTORIA DOCK. For further Particulars regarding Freight and Passage, apply to **CARLOWITZ & Co.,** Agents.

Hongkong, 26th June, 1896.

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CHINA AND JAPAN.

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"CHITTAGONG,"
 will be despatched hence for HONOLULU, VICTORIA, B.C., and PORTLAND, OREGON, via KORE and YOKOHAMA, on WEDNESDAY, the 15th July.

Consular Invoices of Goods for United States Ports should be in QUADRUPPLICATE, and one Copy sent by post forward by the Steamers to the Consulate at the respective Ports. Consular Invoices should be in QUADRUPPLICATE, and one Copy sent by post forward by the Steamers to the Consulate at the respective Ports.

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"CHANGSHA,"
 Captain Williams, will be despatched TO-MORROW, the 1st July, at 4 P.M.
 For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents.
 Hongkong, 24th June, 1896.

"BRUNHILDE,"
 Captain Brode, will be despatched for the above Port TO-MORROW, the 1st July, at 5 P.M.
 For Freight or Passage, apply to **CARLOWITZ & Co.,** Agents.

Hongkong, 26th June, 1896.

NORDEUTSCHER LLOYD.
 NOTICE

STEAM TO YOKOHAMA, KORE AND NAGASAKI. (Passing through the INLAND SEA.)
"HOHENZOLLERN,"
 Captain A. Harrold, will leave for the above Ports on or about WEDNESDAY, the 1st July.

For further Particulars, apply to **MELCHERS & Co.,** Agents.
 Hongkong, 26th June, 1896.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
 FOR SYDNEY (DIRECT) AND ADELAIDE.

"GUTHRIE,"
 Captain McArthur, will be despatched for the above Ports on THURSDAY, the 2nd July.

This well-known Steamer is specially fitted for Passengers, and has large Cooling Chambers, and also a supply of Fresh Meat, Ice, &c., throughout the voyage. A duly qualified Surgeon is carried.
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"HANKOW,"
 Captain Orr, will be despatched for the above Port on FRIDAY, the 3rd July, at Noon.

For Freight or Passage, apply to **DODWELL, CARLILL & Co.,** Agents.

Hongkong, 19th June, 1896.

"SHIRE" LINE OF STEAMERS.
 FOR HAVRE, HAMBURG AND LONDON.

"CARMARTHENSHIRE,"
 Captain Blacklock, will be despatched for the above Port on FRIDAY, the 3rd July, at Noon.

For Freight or Passage, apply to **DODWELL, CARLILL & Co.,** Agents.

Hongkong, 23rd June, 1896.

NIPPON YUSEN KAISHA.
 FOR SINGAPORE, COLOMBO AND BOMBAY.

"HIROSHIMA MARU,"
 Captain Anderson, will be despatched for the above Ports on SATURDAY, the 4th July, at 4 P.M.

For Freight or Passage, apply to **NIPPON YUSEN KAISHA,** Agents.

Hongkong, 26th June, 1896.

OCEAN STEAMSHIP COMPANY.
 FOR LONDON, VIA SUEZ CANAL.

"AGAMEMNON,"
 Captain Stevens, will be despatched as above on MONDAY, the 6th July.

For Freight or Passage, apply to **BUTTERFIELD & SWIRE,** Agents.

Hongkong, 19th June, 1896.

"BEN" LINE OF STEAMERS.
 FOR LONDON, VIA SUEZ CANAL.

"BENLAVERS,"
 Captain Webster, will be despatched as above on or about the 6th July.

For Freight or Passage, apply to **GIBB, LIVINGSTON & Co.,** Agents.

Hongkong, 25th June, 1896.

JAVA, CHINA, JAPAN LINE OF STEAMERS.
 UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS.
 (Subject to Alteration.)
 JAVA, HONGKONG, YOKOHAMA, KORE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG:
 S.S. Redoubt..... to JAVA..... July.....
 S.S. Carls..... to JAVA..... Aug.....
 S.S. Germania..... to JAPAN..... Aug.....
 S.S. Redoubt..... to JAPAN..... Aug.....

FOR NEW-YORK:
 THE "L. L. American Ship"
 "LUCIE"
 Captain, Master, will leave for the above Port on or about the 10th July.

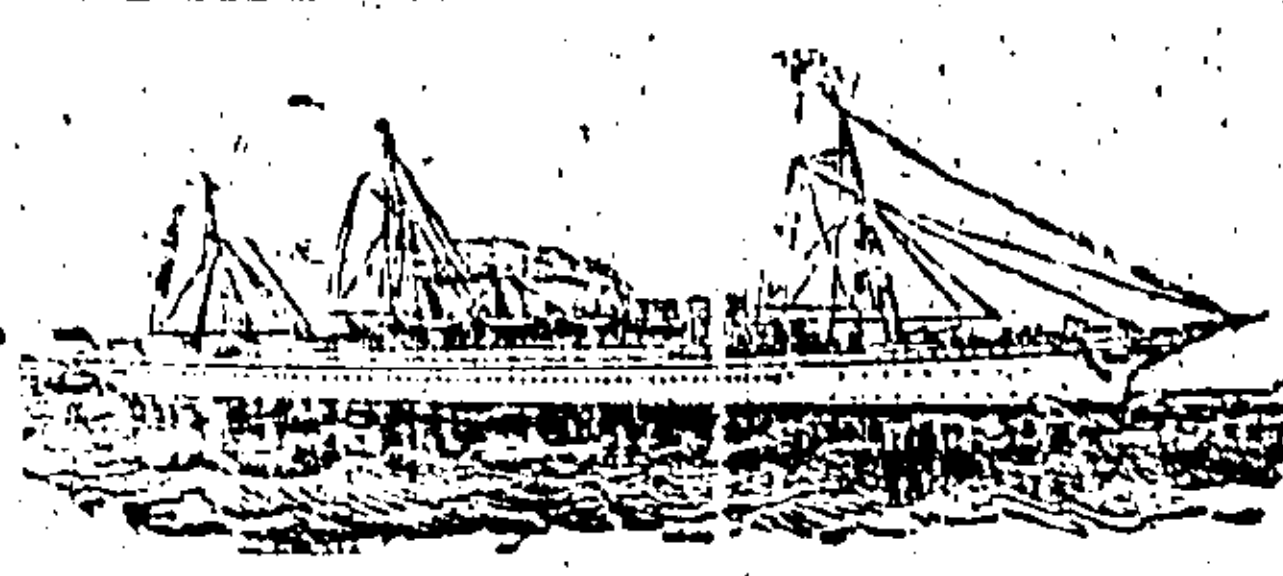
For Freight or Passage, apply to **CARLOWITZ & Co.,** Agents.

Hongkong, 26th June, 1896.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.
 THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT AMOY, SHANGHAI, NAGASAKI, KORE, YOKOHAMA AND VICTORIA, B.C.)
 Twin Screw Steamships—4000 Tons—14000 Horse Power—Speed 20 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA.....Comdr. O. F. Marshall, R.N.R.....WEDNESDAY, 1st July.
EMPEROR OF JAPAN.....Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 22nd July.
EMPEROR OF CHINA.....Comdr. R. Archibald, R.N.R.....WEDNESDAY, 12th August.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passenger Booklets through to all principal ports and AROUND THE WORLD. Return tickets to various ports at reduced rates. Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.
 For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
 Pedder's Street.

Hongkong, 29th June, 1896.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.
 TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.
 VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Belgic (via Amoy, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Sunday, 5th July, at Daylight.
Belgic (via Amoy, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 21st July, at Noon.

Belgic (via Amoy, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 8th August, at Noon.

THE Company's Steamship

"BELGIC,"
 will be despatched for SAN FRANCISCO, via AMOY, NAGASAKI, KORE, INLAND SEA, YOKOHAMA and HONOLULU, on SUNDAY, the 5th July, 1896, at Daylight. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding Orders for OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and on payment of £4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Peking, Tientsin, and Shanghai, to the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
 Hongkong, 30th June, 1896.

P. BLACKHEAD & CO.,
 SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR
 HARTMANN'S RAFFERTY'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DANIEL'S PATENT MOTOR LAUNCHES, &c.

SOLE AGENTS FOR
 FERGUSON'S SPECIAL CREAM WHISKY, &c.

ERRAND AND SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

REASONABLE PRICES.

W. G. MURPHY & Co.,
 10, PRAYA CENTRAL, HONGKONG.

NOTICE.
 THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. LYLE'S FLUID
 THE BEST DISINFECTANT.

AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. MURPHY & Co.,
 10, PRAYA CENTRAL, HONGKONG.

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